

**AMENDMENTS TO THE SPECIFICATION:**

Please amend the specification as follows:

a2 [0030] The valve or emergency brake actuation arrangement 16 will now be described in detail. It is a basic principle behind the invention that the valve arrangement 16 includes a first valve 18 that is adapted to assume a first position or a second position depending on a detected value relating to the pressure  $p_1$  prevailing in the first brake circuit; that is, the brake circuit arranged in the engine unit 2 of the vehicle 1. Similarly, the invention preferably includes that the valve arrangement 16 has a second valve 19 that is adapted to assume a first position or a second position depending on a detected value relating to the pressure  $p_2$  prevailing in the second brake circuit; for example, the brake circuit arranged in the load-carrying unit 4 of the vehicle 1. To this end, valves 18, 19, are connected to a first pressure sensor 20 for detecting the pressure  $p_1$  in the first brake circuit, and a second pressure sensor 21 for detecting the pressure  $p_2$  in the second brake circuit, respectively. The valves 18, 19 are of conventional design and each includes ~~include~~ a solenoid that can be energized to set the valve to a first position thereby establishing fluid pressure disconnect valving, ~~the each~~ valve being biased ~~into~~ toward a second position by means of a biasing member, preferably in the form of a spring, when the solenoid is not energized.

a3 [0031] The first valve 18 and the second valve 19 are connected, via a shuttle valve 22, to a third or vent valve 23. In an exemplary embodiment of the invention, the three valves 18, 19, 23 and the shuttle valve 22 are interconnected in such a way that the third valve 23 assumes a first

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cont

position when both the first valve 18 and the second valve 19 are set to a first position. In this configuration, it is indicated that the respective pressures  $p_1$ ,  $p_2$  in each brake circuit fall below their predetermined limit values,  $p_{1G}$  and  $p_{2G}$ , respectively. Further, the third valve 23 will assume a second position if either one of the first valve 18 or the second valve 19 assume a position indicating that their respective limit pressures  $p_{1G}$ ,  $p_{2G}$ , are exceeded. In other words; the third valve 23 will assume the first position if both of the two brake circuits have ceased to function, and will assume the second position if at least one of the two brake circuits is working properly.

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[0032] Fig. 2 illustrates the function of the invention, more specifically in a condition where the parking brake 8 is actuated and the compressed air is not holding the spring 9 back as is ~~normally~~ normal when the parking brake 8 is ~~not~~ actuated. The air pressure lines have been evacuated to atmospheric pressure via the third valve 23, which to this end has assumed ~~its first~~ a vent position in which the compressed air connection leading to the parking brake 8 is connected to the atmosphere via the third valve 23 acting as a bleed or vent valve. This situation thus corresponds to an emergency situation in which both vehicle brake circuits have ceased to function; that is, the brake pressure in both of the respective brake circuits has fallen below their respective limit values  $p_{1G}$ ,  $p_{2G}$ .

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